Bicpcles

Bicpcles.

ABOVE THE HARLEM.

THE REMARKABLE DEVELOPMENT OF THE NORTH SIDE.

AN INTERESTING CHAT WITH JAMES L WELLS ON THE SCHOOLS, PARKS, CLUBS, PLAY-HOUSES, BUSINESS INTERESTS AND

IMPROVEMENTS OF THE ANNEXED DISTRICT.

The district across the Harlem River, or what is now known as the North Side, has been growing pidly for the last year, and had it not been for the prevailing hard times, its best-informed citns say, it would have made greater strides in the sales of lots, in the construction of buildings, in the opening and grading of new streets, in an crease in business places.

New-York is compelled to grow northward or into he air. There has been a great deal of talk about upper West Side, and now the resident of the North Side is having much to say as to the wonderful development of the Twenty-third and Twentytourth Wards-once known as the "Annexed Disrect." a term now scorned by the North Side proper. Within a year the newly added dis-ending from the Bronx River to Long Isl-Sound has also been bestirring itself. Looking this large area-larger, indeed, now than Man-

the Twenty-third and Twenty-fourth wards were annexed, until 1891, the public improvements on the Side were in charge of the Department of Public Parks of the city, but there was compara-The people became so dissatisfied with the maladministration of the Park Department, however, that, regardless of party, they united in a request for an investigation of the condition of its affairs by a special committee of the Senate. The result was that a bill was introduced, which in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of its in 1831 became a law, creating a Department of the public good. As Mr. Wells expressed it: The man who has moderate means, and owns a \$1,500 house, keeps himself posted on all subjects affecting the street on which he lives.

An additional illustration of the improvements in the district is the recent opening of the new station on the Harlem Railroad at One-hundred-and-eighty-third-st., at a cost of \$30,000. This opens up a new centre for dwellings and subsequently for stores also. Congress at its last session, moreover, appropriated \$12,500 for the further improvement of the Harlem River to West Farms, and \$12,000 for the Hutchinson River. the maladministration of the Park Department, ment of other facilities. To give some illustrations of this, in 1874 the number of inhabitants in the two wards was less than 40,000 in 1890 the population was 73,400. The registry of last year showed a population of more than 180,000. The assessed valuation of the two wards in 1874 was about valuation. This interased slowly putil 1890, when \$22,000,000. This increased slowly until 1800, when it reached \$44,396,000. For 1806 the assessment was \$26,580,000. There were \$80 plans for new buildings filed in 1809, the estimated cost being \$4,800,000. In 1809—a dull year owing to the prevailing financial depression—there were 1,415 plans filed, the estimated cost being \$8,250,000. The increase from 1839 as a familiar sight about the streets of certain quarters. to 1891 was at about the same rate as from 1874

years are several in number. hastened the completion of our final map. The importance of this final map cannot well be over-estimated. Under the old management the people of the North Side could never get a map of the district compieted, and the street system of the district was ubject to continual change. As many as 250

vated system now extends to One-hundred-andseventy-seventh-st., or Tremont-ave, and passen gers are conveyed from the Battery to that point for five cents. The bill requiring a single fare also provides for a continuous passage. The Railroad Commissioners have recently reported favorably on the feasibility of this, and the Manhattan Company has begun work to effect the change. Increased railroad facilities have also been afforded by the New-York Central, the New-York and Putnam and the New-York Central, the New-York and Putnam and the New-York in the parts of the district. It affords to the people a quick, convenient and agreeable means of transit. The company has already provided a good system, and it is now extending its lines in other directions. It has put in new lines across Jerome-ave, to Highridge, and from Kingsbridge to Yonkers. Tracks are being laid to connect the villages of Unionport and Centre-ville with the West Chester village line, and it is expected that before winter sets in lines will have been laid in Jerome and Webster aves and a cross-town line through One-hundred-and-seventy-seventh-st, and Tremont-ave, from the Harlem to the Bronx River, and on to West Chester.

INFLUENCE OF THE BOARD OF TRADE. gers are conveyed from the Battery to that point for

INFLUENCE OF THE BOARD OF TRADE. "One of the causes of the rapid development of the district is the energy and activity of the peoas exemplified in the North Side Board of Trade and its various taxpayers' associations. All public matters pertaining to the North Side are public matters pertaining to the North Side are discussed by the Board in advance, and are thoroughly investigated, so that when we have occasion to appear before a city department or the State Logislature regarding putidic improvements we do so with a thorough understanding of the subject and a thorough knowledge of what we want, based upon what we know from actual experience to be for the benefit of the district. The Board of Trade was organized in 1833, and many public improvements have resulted from its influence. Among them are the Harlem River improvement, and the act creating the grand boulder vard and concourse which are to extend from Central Bridge to Mosholu Parkway. The Board has been exceedingly active in providing proper sewerage, and owing to co-operation with Commissioner Haffen, every outlet sewer in the district is now either completed or in process of construction. Prior to 1831 there was very little sewerage in the district, and only a few of the streets were indifferently paved. Now Third-ave, is paved from the Harlem River to one-hundred-and-seventy-seventh-st., and hearly every prominent cross street and avenue has been paved and sewered to the improvement of the health of the district. The North Bide lays claim to-day to being the healthest part of the city.

ITS SCHOOLS AND BUSINESS ENTERPRISES. discussed by the Board in advance, and are thor-

ITS SCHOOLS AND BUSINESS ENTERPRISES. "The educational facilities of the North Side are not surpassed by any city in the State. We have the largest and most modern schoolhouses in the city, with ample grounds and every modern appliance for the convenience and health of the pupils. There are two collegiate institutions in the district—the University of the City of New-York and St John's College. There are also the Ursuiline Academy for young women at Bedford Park, the Jackson Seminary at Tremont, St. Joseph's Institute at West Chester, and many otners. Among the many large business enterprises in the district are the largest fromworks in the city, silk mills, potteries, breweries plano factories and others in ilourishing condition, including bleaching, dyeing and printing works. The new bridges, completed or projected, across the Harlem River are many. There is the new Central bridge, which has only recently been completed. The Third-ave, bridge is being built. Progress is being made on the Willis and First aves, bridge, and on the one from One-hundred-and-forty-ninth-st. North Side, to Seventh-ave., on the West Side. There is to be a new bridge across Suyten Duyvil Creek, at Kingsbridge, and bridges are to be built over the Mott Haven Canal, over the Broox River at Westbehester-ave., and also at Tremont-ave., "Not With Standing the hard times, our business infor the convenience and health of the pupils.

West Farms.

Notwithstanding the hard times, our business inteests have been constantly increasing, and such
avenues as Third, Willis and Morris, and Onehundred-and-twenty-eighth, One-hundred-and-fortyanth, One-hundred-and-sixty-first and One-hundred-and-seventy-seventh six, present as businesslike an appearance as many of the leading avenues
of the city south of the Hariem River. There are
several large department stores in the district. A
beatre, to cost \$250,000, is also being built at the
southeast corner of Third-ave, and One-hundredand-forty-second-st, extending to Alexander-ave.

This will be the third largest playhouse in the city.

It is to be opened on next Thanksgiving Day. A handsome music hall at Willis and Third aves, is nearly completed. Another theatre is proposed at Third-ave, and One-hundred-and-fifty-sixth-st. We have many well-known clubs—the Morris, the Schnorer, the North Side Republican, the Suburban, the Fordham and the Country Club at West Chester, with its magnificent grounds and palatial clubhouse overlooking the Sound.

ABOUNDING IN HISTORIC RELICS. North Side has public parks embracing a total of more than 4,000 acres, and in nearly all there is music in summer. They are natural, and have not been spoiled by so-called improvements. These parks are St. Mary's, Cedar, Claremont, Cre-These parks are St. Mary's, Cedar, Claremont, Cretona, Bronx, with its botanic garden; Van Cortlandt and Pelham. Their scenery is charming, and they abound in historical relics associated with the earliest history of this section of the State. Among the older historic monuments in the district there are the Morris manslon, on the Harlem Kills, and the old Hunt Grange, built in 1684 at Hunt's Point, whith juts into the Sound opposite Flushing Bay. The old manslon was the home of Joseph Rodman Drake when he wrote 'The Culprit Fay.' There is also the Poe cottage, at Fordham, which is to be preserved, Governor Morton having signed the bill for that object. Then there is the Van Cortlandt manslon, in the park of that name, where Washington had his headquarters. In short, there are everywhere relics of the Revolutionary period and earlier days.

ACTIVE GROWTH IS GENERAL. The recent rapid development of the section between the Harlem and the Bronx is confined to no particular part. In the new section there has already been a great activity in West Chester and its new this large area—larger, indeed, new than Manhatian Island—with its 150,000 inhabitants, one canhatian Island—with its 150,000 inhabitants, one canhatian Island—with its 150,000 inhabitants, one canhatian Island—with its remarkable growth within a period of five years.

There is no better recognized authority on the subject than James L. Wells, president of the manhatian Island that its president of the subject than James L. Wells, president of the Tax North Side Board of Trade, and one of the Tax Commissioners of this city. Mr. Wells went over the field in a chatty way a day or two ago and the following sketch of the rapid growth of the North Side:

"Previous to June 15, 1895, the area of the North Side was about equal to that of Manhatian Island, this belns represented by the Twenty-third and Twenty-fourth wards. This area lay between the Twenty-fourth wards. This area lay between the act of the Lexislature of 1895 went into effect, which annexed to the city all of West Chester, part of the town of Pelham, and part of East Chester, the new city line was thus made to run eastward from a point just above Woodlawn Heights, to the northeast extremity of Hunter's Island; in other words, all the territory between the Bronx River and Long Island Sound was taken in.

A HISTORY OF TWENTY-TWO YEARS.

"The bulk of the population in what is now known as the North Side of the city, is between the Harlem and the Bronx rivers. From 184, when the Trenty-third and Twenty-fourth wards were the Trenty-third and Twenty-fourth wards were the Frenty-third and Twenty-fourth part of East Chester, and Long Island; no there are the complex of the Lexisland Sound was taken in.

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In conclusion Mr. Wells spoke particularly of the earnes; and enthusiastic character of the residents of the great district in which he is interested in seeking public improvements. He attributed this mainly to the fact that there is so large a percentage

River to West Farms, and states the son River.

All in all, the North Side is developing rapidly, almost wonderfully. To tell all about it would, as Mr. Wells said, require a book.

ters of London, as those who have been there know, is the "nigger serenader," whom W. S. Gil-SOME CAUSES OF DEVELOPMENT.

The causes of the rapid growth for the last who "never would be missed." These serenaders go about in bands of three or four, like the little has been the formation of a separate department for the improvement of the district, which has ing dialect they are of course pure Cockneys, and in their own natural tongue they sing of what they assume to be darky life in the southern portion of the United States of America. When John Toole put "Thoroughbred" on the stage of his theatre in cubject to continual change. As many as 250 changes were made in the district in street lines and grades in one month. This, of course, naturally retarded private improvements. Wisely provided that the final maps of the district should be vided that the final maps of the district should be completed at once, and should give the position, width and grades of the streets. This work has been done, and now work is in progress on the final maps for the district annexed ast year. The completion of the map has given stability to affairs on the North 8ide. Builders now know that they can work on fixed lines and grades, and the result is not only that the average number of houses erected each year is greater, but also the average cost for each house is greater, but also the average cost for each house is forcessing.

RAILROADS BUILT AND PROJECTED.

"Another element in the progress of the district has been the increased railroad facilities. The element of the continuation of the continuation of the manner of "The Old Folks at Home" or "Massas in the Cold, Cold Ground."

So this is the tender chorus that is now drawing tears of pity from the eyes of Londoners:

Oh, where is Maria. Watever is she deing? London, three of these "niggers" (the Englishman

Oh, where is Maria? Watever is she doing? I tike it she's un'appy, sad and lone, Mid the corn and svent potities, Mid the cross and alligators. In our tappy little 'Udson River 'ome,

CHANGES AT JESUIT COLLEGES.

The annual changes in the faculties of St. Francis Xavier's College, this city, and St. John's College, For lham, and the other colleges in his district, were arnounced yesterday by the Rev. William O'B. Pardow, S. J., provincial of the New York and Mary and Province. The rule of the Jesuit order makes necessary these annual movements in the various Jesuit institutions. This year St. Francis Xavier's will be affected as follows: The Rev. William H. Walsh, S. J., the Rev. Joseph M. Stadelman, S. J., and Daniel P. Crowley, S. J., will spend a year at Fred-erick, Md. the Rev. Harmar C. Denny goes to St. Joseph's Church, Providence, R. L.: Martin J. Scott, S. J., goes to Woodstock, Md., and Francis A. Tondorf, S. J., to Baltimore, Md. They will be replaced by the Rev. Francis P. Powers, S. J., as principal of the grammar school in the preparatory department; the Rev. John B. Gaffney, S. J., from Frederick, as assistant in parish work, the Rev. Edward H. Rockwell, S. J., from Woodstock, as director of Xavier Deaf Mutes' Union, and Mr. McLoughlin, S. J., Waiter Drum, S. J., and George Krim, S. J., as assistant

The Rev. Thomas J. Campbell, who has been doing missionary work for two years, will be stationed at the well-known church of the Jesuits in Boston. The Rev. J. Zwinge, S. J., who was bursar at St. John's College, Fordham, will lecture on philosophy at St. Peter's College, Jersey City. The Rev. A. Mandalari Peter's College, Jersey City. The Rev. A. Mandalari will vacate the chait of philosophy at Fordham and occupy the same chair at Loyola College, Baltimore, Md. The Rev. F. T. McCarthy, formerly of St. Lawrence's Church, this city, will be occupied in ministerial work at Trinity Church. West Washington, D. C. The Rev. John H. Finnegan is transferred from Jersey City to St. Mary's Church, Boston. The Rev. John's College. The Rev. George Pettit, from Washington, D. C., replaces the Rev. Edward Magrath at Fordham, who is transferred to Frederick, Md. The Rev. Edward Corbett, formerly professor at St. Francis Xavier's, will teach Latin and Greek at the Jesuit College in Philadelphia.

The Rev. E. P. Spillane, formerly vice-president of St. Francis Xavier's will teach ancient classical literature at Loyola College, Baltimore.

THE PRINT-CLOTH MARKET.

Fall River, July 18 (Special).-The only benefit that has come to the print-cloth market from the curtailment during the last week has been a reduction of 25,000 pieces in the stock on hand. Buyers have shown almost no interest. Manufacturers are sticking at 2% cents, and want 2 9-16 cents to get out even. Buyers apparently are placing reliance upon the heavy stock on hand here and in the country, and they are not even willing to buy at 21/2 cents. market is quoted as quiet at $2i_2$ cents, but the only bidding is for regulars at 2.7-16 cents, and this is light. Manufacturers are not considering these bids. As long as the stock on hand continues to be heavy it is admitted that there can be no decided improvement in business. It is already evident that four weeks' curtailment will not relieve the situation weeks' curtainment will not refleve the studiou, and a longer period of shutdown is almost certain to be instituted either by a supplementary general agreement or by the different corporations individually. The sales were almost equally divided between odds and regulars. Two-thirds of the goods sold were spots. A few goods sold anead were regulars for August delivery. The reduction in stock was about equally divided between odds and regulars. The production was only a few thousand over one-third of the full production. The summary follows:

Production for the week, 80,000 pieces; deliveries, 115,000; stock on hand, 1,628,000, being of odds 629,000, and of 64x64s 389,000; last week's stock, 1,603,000; sales, 156,000, heing of odds 27,000, and of 64x64s 29,000; spots, 87,000, and futures, 19,000. Sales for weekly delivery in July, 67,000; August, 40,000; September, 18,000; October, 4,000; November, 2,000; December, 2,000. The market is quiet, and the price is 2½ cents for 64x64s.

THE SOUND.

THE NEW BRONX-PELHAM PARKWAY-GARMENT FOR WHEELING-COST OF ASPHALT PAVE-MENTS IN BROOKLYN-A NUISANCE

ON THE OLD CROTON

A considerable part of the touring out of town is along the north shore of the Sound. This way leads to Westchester village, Travers Island, New-Rochelle, Larchmont, Rye, Mamaroneck, Greenwich, and numerous other places in Connecticut, where many New-Yorkers have summer homes. The natural route would be the old Boston Post Road, did not its condition this side of New-Rochelle preclude all comfort to the wheelman. Perhaps the way most generally followed by experienced riders leads over Washington Bridge to Fordham, thence along Pelham-ave, and the Bear Swamp Road to West ham-ave, and the Bear Swamp Road to West Chester, and then over the Pelham Bridge Road to New-Rochelle, whence the Boston Post Road may be taken. The repairs to Featherbed Lane and Pelham-ave, in Fordham have made this an undestrable route this summer. New-York Athletic Club members bound for Travers Island have found a well-paved and agreeable way to be as follows: Up Sedgwick-ave, to the Kingsbridge Road, east to Jerome-ave, north to the Mosholu Parkway, where turn right to the first road running north to Van Courtlandt-ave. This is poorly paved for a short distance. Continue around the Williamsbridge Reservoir to Olin-ave, to the village of Williamsbridge. to Olin-ave., to the village of Williamsbridge, whence follow the trolley to Mount Vernon. A trolley line in Third-st. leads to Pelham Heights, whence it is a short ride to New-Rochelle.

The Park Department has come to the aid of wheelmen by planning a driveway which will cut off some of the distance and will doubtless offer an agreeable ride as well. This is to run from Bronx Park to Pelham Bay, and is officially designated the Fordham and Pelham Road, designated the Fordham and Peinam Road. President Cruger explained that it is much needed by bicycle riders. The cost is to be \$27,000 or \$28,000, and a resolution has been passed authorizing advertisements soliciting estimates and bids for the work. On the city maps a fine parkway, 400 feet wide, is shown between Bronx Park and that part of Peiham Bay Park lying this side of Peiham Bay. The driveway is to be the initial step toward transferring this public work from paper to actuality. The eastis to be the initial step toward transferring this public work from paper to actuality. The eastern end will strike the centre of Bronx Park, just opposite where Pelham-ave, enters, and will therefore be easily reached. The driveway will skirt the Morris Park racecourse to the north. The distance to Pelham Bay will be less than three miles, a saving of more than a mile over the Bear Swamp Read. A roadway as delightfully smooth as that of the Mosholu Parkway may be expected. There is a road now, but it is dirt, and is seldom in condition to be ridden over.

The parkway of New-York City is something of an anomaly, as shown in the Mosholu and Bronx-Pelham specimens of it. These are 400 Bronx-Pelham specimens of it. These are 400 feet wide. The Mosholu one has a road running through the centre, with trees filling up the rest of the space. The new one is to have its road along one edge of it part of the way, and then crossing to the other side the rest of the distance. These places are not parks. There is no provision for exterior streets in which to build houses facing them. At the same time, the parkways are so wide that it will never be worth while to lay them out entirely in drives, cycle paths and promenades, especially as they are not likely ever to be great thoroughfares. So the problem of what shall be done with them when the city grows up around them is an interesting one.

There is a fair proportion of women in the League of American Wheelmen, but nothing like that in the Cyclists' Touring Club of England. At present one-quarter of the members of the At present one-quarter of the members of the English organization are women, and of the recent applications fully one-third are of that sex. As five years ago they formed only one-twentieth of the whole, it will be seen that they are making rapid strides toward equality with the men in point of numbers. It is especially remarkable that the proportion should be so large, because the Cyclists' Touring Club is composed essentially of tourists, as distinguished from the riders who limit themselves to brief afternoon spins in the park. By way of contrast it may be mentioned that in a recent list of 319 new members of the League of American Wheelmen from this State 37 were women, little more than one-tenth.

One of the well-known bicycle lamps is supplied with a close-fitting cover of waterproof material. Not only does this keep out the dust and rain, but it protects one's coat from soiling if the garment is tied to the handle-bars when the lamp is fastened just below. These covers fit nearly

Nearly all the riders bound for Riverside Drive edal over to it from the Boulevard by way of One-hundred-and-eighth-st. This had a granite pavement, which has now been covered with a mixture of tar and gravel. On a hot day this materfal is readily indented by horses' feet, but there is a distinct improvement over the former there is a distinct improvement over the former rough condition. To the suggestion that asphalt be laid here there is strong opposition from certain residents. They declare that the street is already so full of bicyclists as to constitute a nuisance. Any betterment of it would make matters worse, they say. Doubtless it would please them to see some bunkers and other golf bazards placed there, so that the bleyelists would be kept away altogether. The completion of the Cathedral Parkway and of the new entrance to Riverside Drive, at One-hundred-and-tenth-st., will divert some of the cycle traffic.

Wheeling has become so much a part of the life of its adherents that it is now common to have a regular cycling wardrobe. The man who a year or two ago started out in long trousers, bound at the ankles with steel hoops, now has several complete outfits. A partly worn suit he will reserve for muddy weather, or for days when the clouds threaten rain. He will have other clothing for ordinary rides and long tours, and a fine suit for dress occasions, as when he rides out with women or goes to make a call on suburban friends on his bicycle. In addition he may provide himself with knickerbockers, coat and cap of crash for extremely hot weather. With a full complement of shirts, underwear, stockings and shoes, his cycling wardrobe may reach large di-A plan which may be found advantageous is to

have a pair of ordinary trousers made of the same cloth as a bicycling suit. These trousers may be taken along on tours, and be worn at the hotel where one spends the night. Thus the rider may appear at the dinner table and on the piazza at night in regular street garb, without the trouble of having to bring an extra coat along. A waistcoat may well be made a part of this suit for use in the early spring or late fall, or indeed in the summer, as nights are often cold in deed in the summer, as nights are often co the country and especially in the mountains. However, many cyclists feel no hesitation in ap-However, many cyclists feel no hesitation in appearing at dinner in the ordinary country hotel or summer resort place clad in knickerbockers. The cycling costume is worn so much nowadays out of town, even when there is no intention of riding, that the tourist may well be pardoned for having no other with him. Of course, if he feels constrained to appear in dress clothes he must send a value by express.

Apropos of the statements made in this column last Sunday regarding the comparative cost of asphalt pavements in this city and Brooklyn, officials of Brooklyn who are in a position to know say that the remarks were calculated to convey a wrong impression. In the absence of N. P. Lewis, the engineer in immediate charge of the paying work, Chief Clerk Bernard Fowler, of the Department of City Works, said: "It is not the fact that the average cost of our asphalt pavements now approximates \$1 a yard. That figure applies only to the asphalt surface, the latest bids by one company being just \$1 per yard. But in addition to the asphalt account must be taken of the concrete foundation, now generally required, the resetting of curbstones and the cost of new curbing where this is necessary. It is true that some of our pavements are laid on the old cobblestones, and until within two years the old cobblestones, and until within two years they all were. But even in that case the contractors are compelled to relay the cobbles and make a comparatively even surface. Taking our latest bids as a standard, I find that the entire cost of an asphalt pavement with a concrete foundation of the best quality is about \$2 a yard, and in the case of asphalt laid over cobblestones the cost is about \$165 a yard. This is with a guarantee for five years. The fifteen years' guarantee in New-York is the principal

IN THE CYCLING WORLD. reason for the difference in the cost, although by stimulating competition among several concerns Commissioner White during his term was able to reduce the cost of the asphalt work almost 50 per cent. It is a mistake to say that in Brooklyn cent. It is a mistake to say that in Brooklyn the contractors merely cover the old stone pavements and that three linehes are thus added to the height of the street. As I have said, in most cases we now require a concrete foundation; in those which are exceptions to the rule the stones are usually relaid and the grade of the street is not changed, unless there is some special reason for doing this. In New-York, where the asphalt is laid on block pavement, the cost ought to be less than it is here, and I presume it would be if it were not for the longer guarantee."

> bicycle moving in the same direction wheelmer should go on the left side is an excellent one, but of course there are times when it is necessary to depart from it. It is a question of good judg-ment here and everywhere else on the bicycle. In passing a vehicle on the left a rider must al-ways keep a sharp lookout, lest he come face to face with some one riding in the opposite direc-tion who has turned to the right on meeting the vehicle. Obviously, the second rider, in such a case, would have the right of way, and the first one should slow down until he sees that his road is clear.

> Two things which have been observed within City Hall show how the bicycle is invading all fields and making them its own. The first was fields and making them its own. The first was a butcher boy making his deliverles on a wheel, with a basket slung over his arm. The second was the placing of a rack for bicycles in front of a drug store, obviously for the use of the druggist's customers. As the drug store in question is situated on a street paved with asphalt, the inference was that many of his patrons are wheelmen or women. A drug store with such an attachment would be sure to attract the favoring attention of thirsty riders intent on cooling themselves with sodawater or phosphates.

> It is a curious thing which all riders of experience have noticed that at times the obstructiv power of the wind is much greater than at others. As one rider says, "it has more push." Last Sunday was one of these occasions, as wheelmen bound to the west and facing the wind found to their cost. The wind was not strong, but it caused those on bicycles to put forth more than the ordinary amount of effort. Just why there should be this striking difference in the quality of the wind seems to be one of the "things no feller can find out."

Referring to the route to Prospect Park in Brooklyn, from Bedford-ave., by way of St Mark's-ave, and Sixth-ave., a wheelman of that Mark's-ave, and Sixth-ave, a wheelman of that city calls attention to the fact that the distance is considerably longer this way than by the usual course up the Bedford-ave, hill and along the Eastern Parkway. According to his cyclometer, it is three-quarters of a mile further by St. Mark's-ave, unless one turns to the left at Vanderbilt-ave, and goes over granite pavement to the Park plaza. A little of the extra distance can be cut off also without leaving the asphalt by turning up Flatbush-ave, to Seventhave, and going along the latter to Lincoln Place.

The difference of opinion between the advocates of single-tube or hosepipe tires, and those who believe in double tubes, is likely long to double-tube tire soon after pneumatic tires came into use are convinced that that style has decided advantages over the other. One of them remarked in casual conversation the other day. "I suppose I am conservative enough to stick to the double-tube tire as long as I ride, though it is possible that something may occur to change my mind. I do not believe in those which are cemented to the rim, but in the detachable tire. I find that it is very easy to mend this, even if one gets a large cut, such as would make a hosepipe the useless. I once ran over a sardine box and cut my tire open with a long cash. I took out the inner tube, put a patch on a sardine box and cut my tire open with a long gash. I took out the inner tube, put a patch on it, and sewed up the cut in the 'shoe,' and I rode 500 miles on that tire, just to see how thoroughly the work was done." Newer riders, as a rule, are inclined to favor the single tube, especially if they have once wrestled with the question of getting the inner tube out of a cemented the and learned by experience what a difficult job it is. The ease with which a hosepipe tire can be mended in case of a puncture is the strong point in its favor, for unless some serious mishap occurs, it is never necessary to take the tire from the rim. tire from the rim.

Concerning the narrow openings in the aque duct path between Yonkers and Hastings, a resident of Tarrytown who wishes to ride over this tween the posts on the sides. This takes patience, to say nothing of time. On Memorial Day I saw at one opening ten riders awaiting their turn. The openings are made narrow, so that the cows pastured on the aqueduct by the caretakers of it may not pass through them. Still, most of them are so narrow that a cow that could get through must be thin indeed. Even a fat man would have difficulty in making the passage, Ever since the aqueduct was built the path on top of it has been a short cut for walkers between top of it has been a short cut for walkers between Yonkers and Hastings, and of late it has been much used by wheelmen. The aqueduct belongs to the people. In this part it does not infringe on any one's privacy, and the scenery is beautiful, with the river at one's feet. If the fences cannot be removed here, it is certainly possible to have the openings made wider. What I have said apthe openings made wider. What I have said applies also to an extent to the path on the aqueduct between Scarborough and Sing Sing; only there are not so many fences or blevelers there. If some people say wheel riders have no right to use the aqueduct, I should like to know why it is that the cows have rights so carefully protected." All riders who have undertaken to make their way along the aqueduct will heartily second the motion for the removal of the fences. With these obstructions out of the way, the path between Yonkers and Hastings would furnish as fine a bit of riding as is to be found within a day's journey of the metropolis. nev of the metropolis.

Mention was made a week ago of the fact that the Rev. John Brittan Clark, who was the victim of a serious accident in New-Jersey recently, had just joined the League of American Wheelmen. It is noticeable that the issue of "The Bulletin" following the one in which his name appeared contained the names of Mr. and Mrs. Henry A. Powell, of Brooklyn. Mr. Powell was Mr. Clark's predecessor as pastor of the Lee Avenue Congregational Church, and is now, by Mayor Wurster's appointment, the Registrar of Arrears in Brook-lyn, and his wife is a member of the Board of Education in that city, having been appointed by Mayor Schieren a year ago.

The new ferry from Elizabethport to Staten Island cannot but prove a great convenience to the wheelmen of Greater New-York who wish to reach the fine system of roads in New-Jersey conveniently. The run across Staten Island is always pleasant, and Elizabethport is only two miles from Elizabeth, a fair road connecting them, while from the latter place good roads radiate in all directions, Newark, the Oranges, Springfield, Scotch Plains, Plainfield and other



The rule that in passing a carriage or another

week not a hundred miles from the New-York

places too numerous to mention being within easy reach. The only difficulty for New-Yorkers is that which lies in reaching the Staten Island Ferry at the Battery.

Recent arrivals at the Hotel Majestic include CHILDREN PATIENTS IN TEXTS.

transferred to their summer tent quarters, near the East River, some time to-morrow. There will be twenty beds in the two tents. All the conveniences of their winter quarters will be enjoyed by the children, and they will enjoy fresh air and plenty of good light all through the summer.

FAKE BUSINESS.

There are some of the large stores in New-York City whose business policy to make a drawing card of

The "20TH CENTURY" Bicycle Headlight and to advertise the selling price much below cost, but their policy is not to really sell at this loss,

HENCE

they tell you that they are "just out," that they "cannot get them fast enough," &c. We should like the public to understand

Their object is, of course,

to induce you to visit their place, where they can substitute some other Lamp, if possible, which they say "is as good or better," because it pays them a profit to

The stores which practise this pettifoggery you either already know, because you have tried to buy a "20TH CENTURY" of them, or you will know them next week, when you undertake to do so.

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the highest, the finished result of 17 YEARS' EXPERIENCE IN BICYCLE BUILDING in the oldest exclusive and leading bicycle factory in the U. S. A. We think it fair to give LATE BUYERS the benefit of a reduced price on account of the comparatively short remaining season.

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THE SOFT-SHELL CRAB SUPPLY.

DELICATE AND PERISHABLE CREATURES THAT MUST BE HANDLED CAREFULLY. Soft-shell crabs are usually plentiful in their is the link between the asphalt pavement in season," said Eugene G. Blackford, of Fulton Market, to a Tribune reporter yesterday, "and their re-Warburton-ave., Yonkers, and Broadway, at Hastings, and is used by thousands of bleyelers. When they come to an opening they have to edge sideways to get their handle-hars and pedals be severe storms had hampered the operations of the fishermen. Soft-shell crabs are brought here from points all along the coast from South Carolina to Their annual season extends from about May 20 to the middle of September. They are caught entirely in nets at the mouths and along the banks of creeks that empty into salt water. A large preportion of the supply comes from Chesa-peake Bay and its contiguous waters. Large numbers are now arriving from Crisfield, which is an extensive crab-fishing centre on the eastern coast of Maryland. While the crabs are plentiful at the ources of supply, they are so extremely perishable that many of them die and have to be thrown away

before they can be marketed. "Soft-shell crabs are all brought here by express, and if there happens to be a severe thunderstorm while they are on the way, nearly all of them will die before reaching their destination. Hard crabs, 'shedder' crabs and soft-shell crabs are one and the same thing. The shedder crab is the hard erab when about to shed its shell, at which time it is extensively used for bait in angling for seafood. The crabs shed their shells from three to four times each in the course of a season, and each time they increase in size, so that at the end of a season they are much larger than at its beginning The crabs swell until they burst their hard shells, and when the shells are shed the crabs immediately increase about one-third in size, and so rapidly that one can see the increase while it is going on. After the process of shedding, the shells soon become hard again. "When the soft-shell crabs are sent to this mar-

ket they are carefully packed on edge in wet seagrass in crates containing twenty dozen crabe In extremely hot weather it is necessary to place ice in the crates. On their arrival here they have to be kept on ice or in iceboxes. Even then, however, they will not live longer than from three to five days, so that it is necessary to sell out almost daily, but the number thrown away every day almost incredible. "The first soft-shell crabs received here at the opening of a season, only two or three dozen, how-

ever, are sold to wealthy epicures for about \$5 a dozen. Afterward prices steadily decline, and when there is a surplus they are sometimes as low as 25 or 30 cents a dozen, but the average price throughout a season is about 75 cents a dozen. At the be-ginning of a season the crabs come from South Carolina. After that they come from points further north, till Massachusetts is reached toward the end of the season. About mid-season the supply from New-Jersey and Long Island is large. When soft-shell crabs are most plentiful, from 1,500 to 2,000 dozen are daily received in this market."

One of the largest shippers of soft-shell crabs in Maryland recently said: "Although the town of Crisfield contains only about 500 inhabitants, it furnishes more soft-shell crabs than all other sources of supply combined. The normal daily shipments average three carloads, and when the season is at its height there is a single shipper who sends out several thousand dozens every day. The shedder crabs are caught thousands at a time in weighted dragnets, or network scrapes, and placed in shallow floats, in which they swell and free themselves from their hard shells while lying dormant in the warm surface water. Crabs are prolific and plentiful, but the soft-shell ones are so delicate and sensitive to atmospheric changes that it is only by excreising the utmost care that they can be properly packed for successful shipment. If properly packed before shipment and properly cared for, and not delayed while in transit, they may be safely sent under favorable conditions of weather as far as the Pacific Slope, and even to Europe." from New-Jersey and Long Island is large. When

GUESTS AT THE HOTEL MAJESTIC.

ex-Senator C. P. Vedder, who came down from Ellicottville for a few days; Mr. and Mrs. W. H. Taylor, of Scranton, Penn., on a visit of a few weeks; A. W. Walburn, of Chicago, on a long visit; Mr. and Mrs. M. Harris, of Auckland, New Zealand, on a long visit; Mrs. Ralph Hardenburgh and Mr. and Mrs. A. C. Connelly, of Kingston, N. Y., on

The children patients in Bellevue Hospital will be

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WHY HE BOUGHT HIS OWN CIGARS.

From The Chicago News.

From The Chicago News.

"Thanks, but I never accept cigars from any one." said the man with the yailer whiskers, as he waved away the case. "It's an idiom of mine and I hope you won't be oftended."

"Afraid of poison?" queried the other.

"Oh, no, no. I had a little adventure with a cigar once upon a time and I don't mind raising it. Our firm in Chicago was after a big contract down the State and I was sent down to Springfield to work a certain man who would throw the job our way. As luck would have it I met him on the train and as we were smokers we talked over our cigars. I accepted one of his on the go off and when we had finished 'em I handed out my case, when we had finished 'em I handed out my case, when we had finished 'em I handed out my case, and a box—the other had been given me by some acquaintance to try. By the time we lighted up a second time I had my little scheme working all right and was patting myself on the back, but wreck and desolation were on my trail."

"Train run off the track?"

"No; not that. The man had smoked about one-third of the cigar when there was a z-w-i-z-hi bang! and she exploded on him. It was a torpedo cigar which some miserable cuss had put off on me for a joke and it worked my ruin. My man had his moustache and eyebrows singed, the end of his nose blistered and his eyes filled with ashes, and he arose in his wrath and fell upon me."

"Couldin't you explain?"

"When he had me by the hair and was blasting my blooming eyes? Not much! Explanations were not in order. He punched thunder out of me in about a minute and of course we lost the contract and I lost a good sit, and that's why I buy my ewn cigars and don't want to mix in any ewn cigars and don't want to mix in any ewn cigars and don't want to mix in any end cigars and don't want to mix in any ewn cigars and don't want to mix in any end cigars and don't want to mix in any end cigars and don't want to mix in any end cigars and don't want to mix in any end cigars and don't want to mix in any end cigars and don't want to m